

S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 3 October 1955

SUBJECT Fuel Sample from a Railroad Tank Car Unloaded  
at Brandis Airfield

NO. OF PAGES 2

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

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In early June 1955, a fuel sample was obtained from a railroad tank car  
which had been unloaded at Brandis airfield. The origin of the contents  
of the tank car could not be determined.

Comment. A qualitative analysis was conducted which, however, did not  
offer any clue as to what type of basic crude oil had been used for the  
distillation of the fuel in question. Judging by the low aromates contents,  
the low sulphur contents, the relatively high aniline point,  
it may be assumed that a basic crude oil has been used. The  
analysis furthermore discloses that the product cannot be classified  
according to any of the generally accepted standards for jet fuel. Its  
flash point is too low and its color is beyond the specified limits.  
It may be stated that the formula does not apply to any of the conventional  
petroleum-refining products.

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The analysis gave the following results:

D15/4	0.7851 = 48.7 API°
Color	pale yellow
Corrosion 3h/100°	negative
Flash point A.P.	29.5° centigrade
Tetraethyl lead content	0
Sulphur content	0.130
Freezing point	below minus 65° centigrade
Aniline point	59.2° centigrade
Aniline gravity constant	6750
Gum	1.4 mgr/100 ml
Aromates	13.5 volume percent

Boiling analysis

Initial boiling temperature	130° centigrade
5 percent	144
10 "	173
20 "	155.5

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STATE	X	NAVY	X	NSRB															
ARMY	X	AIR	X	FBI															

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30 percent	162
40 "	169
50 "	177
60 "	185
70 "	195
80 "	206
90 "	222
95 "	239
Final boiling temperature	256
Output percentage	98.5
Loss	0

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